

Message Text

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ACTION EUR-12

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FPA WASHDC
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CSAF WASHDC
MAC SCOTT AFB ILL
CINCUSAFE RAMSTEIN AB GER
USCINCEUR VAIHINGEN GER
CINCUSAREUR HEIDELBERG GER
USDOCOSOUTH NAPLES IT
USDOCONORTH KOLSAAS NOR

C O N F I D E N T I A L NATO 04426

MAC FOR CINCMAC AND XPW, JCS FOR CJCS, DEPT TRANS FOR
OET/TAD-80, USCINCEUR PLEASE PASS TO MAC LIAISON OFFICER

E.O. 11652: GDS
TAGS: NATO, SWEL, ETRN
SUBJECT: CEP: CIVIL AVIATION PLANNING COMMITTEE (CAPC)
AND THE SHAPE AIRLIFT STUDY - PHASE II

REF: USNATO 1506, DTG 161930Z MAR 77

SUMMARY: THE NATIONAL EXPERTS CONCLUDED THAT THE CIVIL
RECEPTION WORKLOAD IN THE SHAPE PHASE II REINFORCEMENT
AIRLIFT STUDY CAN BE ACCOMPLISHED, WITH CERTAIN QUALIFICA-
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TIONS. A REPORT WILL BE FORWARDED TO THE NATIONS FOR
CONSIDERATION AT THE NEXT CAPC MEETING. THE AD HOC GROUP
(AHG) SECRETARY WAS DIRECTED TO ADVISE APPROPRIATE MILITARY
HEADQUARTERS AND NATO COMMITTEES OF ACTIONS RECOMMENDED.
END SUMMARY.

1. SUB-GROUP A ON AIR TRAFFIC CONTROL (ATC) AGREED THAT

THE SUCCESS OF THE REINFORCEMENT EFFORT AS PROJECTED BY THE SHAPE STUDY WITHOUT THE USE OF FRENCH AIRSPACE WAS POSSIBLE SUBJECT TO THE FOLLOWING QUALIFICATIONS:

- A. PRIORITY MUST BE GIVEN TO REINFORCEMENT FLIGHTS AND CIVILIAN TRAFFIC WILL HAVE TO BE LIMITED THROUGHOUT THE REINFORCEMENT EFFORT.
- B. ALL ATC FACILITIES, INCLUDING EUROCONTROL AND MILITARY, MUST BE AVAILABLE DURING REINFORCEMENT.
- C. PORTIONS OF AIRSPACE NORMALLY RESTRICTED TO SPECIAL ACTIVITIES ARE TO BE OPENED TO REINFORCEMENT TRAFFIC WHENEVER NECESSARY FOR SAFETY OR EXPEDIENCY OF THE AIRLIFT OPERATION AND/OR DIVERTED CIVIL TRAFFIC.
- D. NEW ROUTES WILL BE INITIATED WHEN NECESSARY.
- E. A MANAGEMENT CELL SHOULD BE ESTABLISHED TO ASSIST IN THE RESOLUTION OF ATC TACTICAL OPERATIONAL PROBLEMS ARISING DURING REINFORCEMENT.
- F. INTERFACE OF THE NORTH ATLANTIC TRACKS AND UK AIR SPACE MUST BE ADDRESSED IN THE COMMITTEE FOR EUROPEAN AIR SPACE COORDINATION (CEAC).
- G. PROBLEMS OF A TECHNICAL NATURE, ARISING DURING THE COURSE OF THE DISCUSSIONS, WERE IDENTIFIED AND WILL BE PASSED TO CEAC FOR FURTHER INVESTIGATION.

2. SUB-GROUP B ON AIRPORT OPERATIONS EVALUATED THE RECEPTION AND GROUND HANDLING CAPABILITIES OF THE MILITARY AND CIVILIAN AIRPORTS CONTAINED IN AC/98-D/398. ADDITIONAL AIRPORT DATA PROVIDED BY THE NATIONS WERE USED TO CONFIRM THE FINDINGS OF THE AHG'S MEETING IN NOVEMBER 1976 AT USEUCOM. THE GROUP CONCLUDED: (A) THAT THE AIRLIFT IS A FEASIBLE PROPOSITION, AND (B) THAT THERE IS CONFIDENTIAL

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SUFFICIENT GROUND OPERATION EQUIPMENT AND POL RESOURCES AVAILABLE AT THE AIRFIELDS MENTIONED IN THE SHAPE STUDY CONCERNED WITH THE REINFORCEMENT OF CENTRAL EUROPE. CANADIAN AND UK REINFORCEMENT PLANS WERE REVIEWED. IT WAS AGREED THAT THESE PLANS DID NOT CONFLICT WITH US RECEPTION PLANS AS STATED IN THE STUDY. THE GROUP SUGGESTED THAT THE LIST IN THE STUDY OF ALTERNATE CIVIL AIRPORTS BE EXPANDED. THE GROUP RECOGNIZED THAT ALL RECEPTION ARRANGEMENTS ARE DEPENDENT ON A STABLE AIRPORT WORK FORCE AND STRONGLY RECOMMENDED THAT MEMBER NATIONS TAKE MEASURES TO ENSURE THEIR AVAILABILITY. IT WAS RECOMMENDED THAT THE CAPC TAKE MEASURES TO REVIEW AND UPDATE PERIODICALLY CIVIL AIRPORT RECEPTION CAPABILITY.

3. SUB-GROUP C ON GROUND HANDLING EVALUATED THE CAPABILITY OF 13 CIVILIAN AIRPORTS (INCLUDING ALTERNATES) TO RECEIVE PROGRAMMED PERSONNEL AND EQUIPMENT IDENTIFIED WITHIN THE SHAPE STUDY. THE GROUP CONCLUDED TEN AIRPORTS WERE CAPABLE OF RECEIVING THE CARGO WORKLOAD BUT THAT THREE AIRPORTS (NURENBERG, SAARBRUCKEN, AND

STUTT GART) WOULD REQUIRE MAJOR AUGMENTATION OF PERSONNEL AND MATERIALS HANDLING EQUIPMENT PRIOR TO ACHIEVING THE DESIRED CAPABILITY. ALL AIRFIELDS WERE CONSIDERED TO HAVE THE CAPABILITY TO HANDLE THE PROGRAMMED PASSENGER WORKLOAD. FRANKFURT/RHEIN MAIN, MILDENHALL AND RAMSTEIN WERE EVALUATED. THE LATTER TWO, CURRENTLY, DO NOT HAVE CARGO MATERIALS HANDLING EQUIPMENT COMPATIBLE WITH THE UPPER DECK OF WIDE-BODIED AIRCRAFT (C-747, DC-10, ETC.). BENNETT

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